US Domestic Enroute CPDLC Update

David Mumford 14 May, 2024



Key Points

- Domestic en-route CPDLC in the US is now available to everyone the Notam limiting GA/BA participation to approved trial participants has been removed.
- To get CPDLC, you've got to have the right avionics and submit a form the FAA has published a list of aircraft types, which you will need to check to see if you comply.

Here's a very brief summary. For the full, untarnished info, head to the dedicated FAA site here.

So for a long time, domestic en-route CPDLC in the US was only available to operators of bizav aircraft who were signed up to the FAA trial. That trial has now ended, and as long as your avionics make the grade, you can now make use of this service.

The FAA has published a list with a whole bunch of aircraft types on it.

If your aircraft is highlighted in **yellow** or **green**, you **can get datalink** (as long as you complete and submit the participation form).

If it's highlighted in **red** (or not on the list at all), you **can't get datalink.**

En-Route CPDLC Participation List (Pub v1.3) May 14, 2024

DEM/Aircraft Aanufacturer						FPL Filing		
Boeing		HW MARK 8+ v523, or HW MARK 8+ v524, or RC1900-151 Core 16, or RC1900-151 Core 12, or RC1900-151 Core 12, or ATM 505 (Core 12 Equivalent)	GE U14.0	1111 USE 478-400 (w/180 06-50000-3001), or WUSE 478-500, or 810 USE-32100 (w/5850) or P/N 822-1287-501/180 w/587 or 822- 1287-321 or 141), or XU VSE-320 (W1 822-1250-002 w/5816 or 822-1250-000 w/5817), or or or (VI VSE-21006 (P/N 822-2368-121))	The FMS exhibits the following letterup tissue Rehariso: Does Not Properly-Process UM137 CONTINCT Concentrational with UM155 END SERVICE when there is an OFEN uplick on the Right deck. FMS terminates the session with a DR1 with indering Research and sets the UM117 CONTINCT to aborted without displaying UM127 to pNd.	TANSE	Upgrade to GE U14.2 (when available), or 2. Upgrade to GE U14.1, or 3. Downgrade to GE U13.4, or 4. Downgrade to GE U13, or 5. Downgrade to GE U13	N/A
Boeing		RCI 900-151 Core 16, or ATN 523 (Core 16 Equivalent), or RCI 900-151 Core 12, or ATN 505 (Core 12 Equivalent)	HW PEG I (1411-HW-02C-10 or prior without the procedural mitigation	HW VHIFTA-440 (w)58 064-50000-3001), or HW VHI FA:500, or CV VHI-100 (w)5800 or P/H 822-1287-301/180 w/587 or 822- 1287-321 vH1, or CV VHI-200 (P/H 822-150-002 w/5836 or 822-1250-000 w/5817), or Or (VV-9-21006 (P/H 822-2368-121)	The FMS subhits the following interup total Rehavour: Cloth Message taxes. The FMAS can retain messages from previous sestions and display them when they are not nelevant. There is a chires, and response options are available.	FANSER	Execute the Procedural Mitigetion, or 2. Upgrade to PEG I BP 11 (when available), or 3. Upgrade to PEG II	N/A
Airbus		BCRU-4010 (Core 12 Equivalent)	AC PU 186.2	AC-VMF-4000 (P/N E22 1468 390)	The Mith Ankholm In Marking Lenge states Markenin (2014) EAGE ADDR 2014;2014;2014;2014;2014;2014;2014;2014;	FANSER	Opgrade to MAA Bid AA3 (exten avalable)	N/A
Airbus		ATC CLA 4.1, or ATC CLA 4.2 and ACR 53 without 5823-8020	Haneywell L2.1, ar L3	HW RTA SOD (P/N 805-1896-051), or RCI VMF-020 (P/N 822-1230-020 w/5817 or w/5815), or RCI VMF-2100 (P/N 822-1287-121)	ACR 53 without corrective Provider DataBase are more susceptible to VDL Mode 2 A/G handoff and delivery issues	FANSE	Upgrade to ACR 53 w/S823-8020	N/A
Airbus		ATC CLV 1.3.1, or ATC CLV 1.4 and ACR 54 without 5823-P026	Honeywell 54, or Honeywell 56, or Honeywell 56A	RCI WHF-2200 (P/N 822-2763050)	ACR 54 without corrective Provider Database are more susceptible to VDL Mode 2 A/G handoff and delivery toxes	FANSE	Upgrade to ACR 54 w/5823-P026	N/A
Bombardier	CL60 (Challenger 504)	Universal CMU-3000	RC ProLine 4 with FMS-6000	RC VHH-6000 with: • CPH E22-1468-502 with 58-11, or • CPH E22-1468-503, or • CPH E22-1468-510 with 58-0 or 58-13, or • CPH E22-1468-590	This FMS is not Push To Load capable	N/A	Installation Requires Push To Load	N/A
Boeing	8737	NO 1900-1913 Core 32, or A Th' 505 (Core 32 Equivalent)	66 U13.6* GU12.6* GE U11.	XC 044 2006 (FW 822 2006 2010) SC 044 2006 (FW 822 2006 1040) SC 040 2006 (FW 820 2006 1040) SC 040 2006 (FW 820 2006 1040)	In the Magnaham term binange theory tames defined in the sector of the Magnaham term binange in the Ma	FANSE	1. For MS time HT, appende to a review in review this line and the version, patientially includes in 13.4.2.1 for MS line eXE, appendix to a revision that resolves this time (TEX series), and appendix section of 14.5.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	fer#2,TBC

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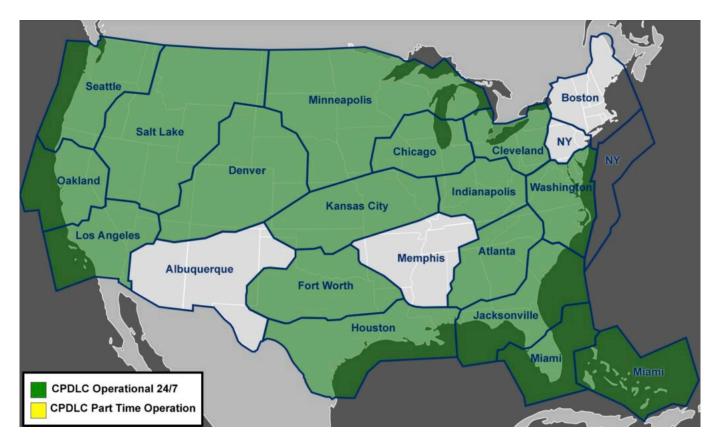
L3Harris have provided this guidance:

- Ensure that your avionics are configured to use VDL Mode 2 as the primary media for U.S. Domestic En Route CPDLC. VDLM2 is the only approved media for participation in the domestic U.S.
- Ensure that both the 'J4' code in the field 10a equipment field as well as the FANSE (e.g. '1FANSE2PDC') DAT Code in field 18 (other information/DAT) are both included on the flight plan to indicate eligibility for U.S. Domestic En Route CPDLC (see the US Domestic Flight and Planning Guide for more information).
- Verify that VHF3/COM3 is set to DATA.
- The aircraft registration/tail in field 18 (other information/REG).
- If you are still researching your avionics in response to questions from L3Harris, please continue to file for CPDLC-DCL only (FANS) until your verification of eligibility is complete.

Also, a member has reported that if you're now eligible but tried to log on in the past when you were not eligible, **your aircraft reg might have been placed on a "blocked list".** To get off this list, you need to contact L3Harris, who will forward to the FAA to ask to unblock you (should take less than 24hrs).

Where is CPDLC available in the US?

L3Harris published this updated map on 3 June 2024:



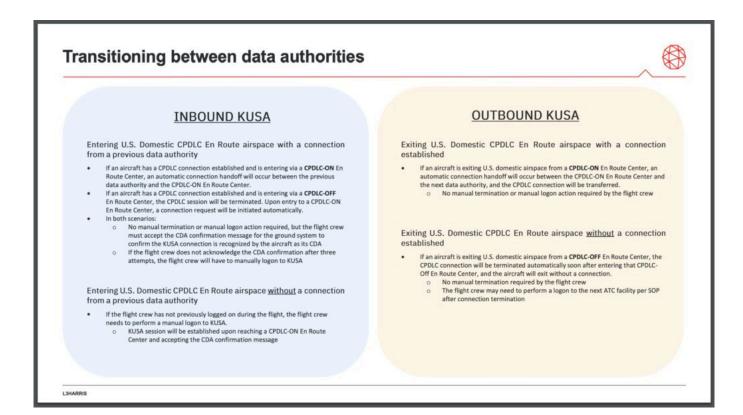
Come on, Albuquerque and Memphis!

So do I need CPDLC now?

No. US domestic datalink is not mandated.

What if I'm flying into the US internationally?

L3Harris have published a guide answering this very question. You can access it here:



Click for PDF.

For those of you who aren't so familiar with the US, **KUSA is the CPDLC logon code** – and that is the one and only logon code you need, all the way across.